

FOLLOW-UP INTERVIEWS CONTINUED

THOMAS THOMPSON FOLLOW-UP INTERVIEW DATED MARCH 26, 1997:

THOMAS THOMPSON was contacted at his residence, (b) (6) (b) (6). The purpose of the contact was explained to Mr. THOMPSON, and he agreed to be reinterviewed.

Results of the previous interview were reviewed with Mr. THOMPSON, and he confirmed the accuracy of that information. Mr. THOMPSON advised that he was first employed by ERNEST BARKMAN in approximately 1973 when he was 20 or 21 years of age. He worked for one year as a picker on the residential routes of Honey Brook, Elverson, and Pomeroy. They picked up one load per week per town, and the pickups included residential trash and garbage which was hauled to the Welsh Road Site and buried. GEORGE WOLFE ran a bulldozer to bury the trash and garbage. The drivers were WILLIAM DEIHM and DAVE BARKMAN, ERNEST BARKMAN'S step-son and brother, respectively.

At that time, most of the routes were residential; however, ERNEST BARKMAN did service Dart Container in Leola, PA., and Sperry-New Holland in New Holland, PA. BARKMAN had only one roll-off at the time which was used for hauling ground up Styrofoam from Dart Container. The Styrofoam was taken to the Welsh Road Site where it was buried. Mr. THOMPSON does not recall any liquids picked up at Dart Container.

The trash picked up from Sperry-New Holland consisted of regular trash, wooded skids, and steel. The regular trash was buried at the Site, and the wood was hauled to the Site and burned. BILL FULTON drove a tractor trailer to haul steel from Sperry-New Holland to Lukens Steel in Coatsville, PA. Mr. THOMPSON recalled that the regular trash from Sperry-New Holland was in 55-gallon drums, apparently from all over the plant. The contents of the drums were dumped into the trash trucks for hauling to the Site. Mr. THOMPSON stated that later, in 1978 or 1979, there were a lot of 55-gallon drums on the Site which were salvaged for scrap metal. He does not recall seeing any liquids or paints in these drums and does not know where they came from.

Mr. THOMPSON advised that he left ERNEST BARKMAN after one year and went to work for JOE BLOSENSKI. In 1978 or 1979, he returned to work for ERNEST BARKMAN and drove a rear-end loader for two years picking up residential trash which was taken to the Western Berks Landfill.

Mr. THOMPSON stated that he never heard any rumors about liquids or paint buried at the Welsh Road Site. He stated that he was not very familiar with commercial routes and that to the best of his memory, JIMMY GOOD, ARTHUR SNIPES, and PAUL TOWNSEND drove the commercial routes using roll-offs. His cousin, VERNON "bud" THOMPSON, also may have been a "driver" in the late 1970s.

FOLLOW-UP INTERVIEWS CONTINUED

THOMAS THOMPSON FOLLOW-UP INTERVIEW HELD MARCH 26, 1997 CONTINUED:

The following company names associated with the Welsh Road Site were discussed with Mr. THOMPSON, and his comments are set forth for those names which were familiar to him. Those names with no comments were not familiar to him:

Alcoa

Budd -- Mr. THOMPSON does not recall ERNEST BARKMAN having this contract. While he worked for JOE BLOSENSKI, the latter had this contract, and they hauled six loads a day of general trash to the Knickerbocker Landfill.

Blosenski -- Mr. THOMPSON stated to his knowledge, BLOSENSKI did not haul anything to the Welsh Road Site.

Dart Container -- see comments above

Kalas

Penquin -- occasionally picked up general trash and hauled to the Welsh Road Site; there were no liquids in these loads

Schick

Science Press

Sherex Chemical

Skyline

Sonoco -- may have been a customer of ERNEST BARKMAN, but he is not sure of this

Sun Oil Company -- Mr. THOMPSON stated that he may have picked up regular trash a few times but he does not recall the details or whether he was working for JOE BLOSENSKI or ERNEST BARKMAN at the time.

SCA

Unisys-New Holland -- see comments on Sperry-New Holland above

Waste Management

Mr. THOMPSON could furnish no further information of value and the interview was terminated.